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Hongkong Daily Press.

ESTABLISHED 1857.

GOLD MEDALS PARIS 1878 1889. Of Highest Quality and having Greatest Durability are therefore CHEAPEST

JOSEPH GILLOTT'S PENS.

The Only Award Chicago, 1893

NUMBERS FOR USE BY BANKERS
Barrel Pens, 225, 226, 262.
Slip Pens, 332, 909, 287, 166, 404, 7,000.
In Fine, Medium, and Broad Points.

THE NEW TURNED-UP POINT, 1099 [411

No. 12,555 第壹萬二千八百五十五號 光緒二十五年四月初七日 HONGKONG TUESDAY, MAY 16TH, 1899. 二禮拜 香港壹千八百九十九年五月十六號 PRICE $2½ PER MONTH.

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NEW ADVERTISEMENTS.

POSITIVELY LAST NIGHT.

SIMON'S GRAND MUSEUM AND WAX WORKS EXHIBITION

BEST AMUSEMENTS FOR FAMILIES.

ADMISSION: 30 Cents.
Children and Soldiers in Uniform 20 Cents.
Hongkong, 16th May, 1899. [1349

NOTICE.

NOTICE is hereby given that Mr. EDWARD HARVEY HINDS has been authorised by us to SIGN per Procuration from this date.
McGREGOR BROS. & GOW.
Hongkong, 15th May, 1899. [1344

WANTED.

CHINESE CLERK. Must be a good Writer and understand English Well. Address:
CLERK,
Care of *Daily Press* Office.
Hongkong, 16th May, 1899. [1342

WANTED.

A YOUNG ENGLISHMAN is desirous of obtaining a position as ASSISTANT in a Mercantile or other Firm.
Apply to
S. W. P.,
Care of *Daily Press.*
Hongkong, 16th May, 1899. [1343

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
For Account of the Concerned,
ON
SATURDAY,
at the 20th May, 1899, at 2.30 P.M.,
the Residence of J. W. L. OLIVER, Esq.
at No. 2, Canton Villas, Kowloon,
SUNDRY VALUABLE HOUSEHOLD FURNITURE,
Comprising:—
DRAWING ROOM SUITE, BEVELLED GLASS OVERMANTELS, TEAKWOOD EXTENSION DINING TABLE, BOOK-CASE, MARBLE TOP WASHSTANDS, DRESSING TABLES, DINNER SERVICE, DINNER WAGGON, VASES, ORNAMENTS, DOUBLE IRON BEDSTEADS, GLASSWARE, ELECTRO-PLATED and CHINAWARE, CROCKERY, TIENTSIN RUGS, &c., &c., &c.
TERMS:—As usual.
On View on FRIDAY, the 19th May.
Catalogues can be had on Application.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th May, 1899. [1348

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, 22nd instant (WHIT MONDAY), and on WEDNESDAY, the 24th idem, the Anniversary of the Birthday of Her Gracious Majesty the Queen.
For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.
T. H. WHITEHEAD,
Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
V. A. CÆSAR HAWKINS,
Acting Chief Manager.
For the NATIONAL BANK of CHINA, LIMITED,
GEO. W. F. PLAYFAIR,
Chief Manager.
For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE, Hongkong Agency,
L. BERINDOAGUE,
Acting Manager.
For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
CHANTREY INCHBALD,
Manager.
For the YOKOHAMA SPECIE BANK, LIMITED.
S. CHOH,
Agent.
For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Acting Manager.
Hongkong, 16th May, 1899. [1345

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
"YUENSANG,"
Captain P. H. Rolfe, R.N.R., will be despatched as above TO-MORROW, the 17th inst., at NOON.
This steamer has superior accommodation for First-Class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 15th May, 1899. [1339

FOR MANILA.

Taking Cargo at through rates for ILOILO.
THE Steamship
"SALVADORA,"
Captain Goetesole, will be despatched as above on THURSDAY, the 18th instant, at 4 P.M.
For Freight or Passage, apply to
BRANDAO & Co.,
Agents.
Hongkong, 16th May, 1899. [1340

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN,"
Captain Helms, will be despatched for the above ports on TUESDAY, the 23rd instant, at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia, are available for return by the Steamers of the China Navigation Company and *vice versa.*
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th May, 1899. [1341

NEW ADVERTISEMENTS.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"PARRAMATTA,"
Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th MAY, at NOON, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 16th May, 1899. [1

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship
"SUISANG"
having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after NOON, the 18th inst., will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 15th May, 1899. [1347

NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE N.D.L. Steamship
"BAMBERG,"
Captain Mayer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional cargo will be forwarded unless notice to the contrary be given before NOON TO-MORROW.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left at the Godowns, where they will be examined on the 22nd inst., at 3 P.M.
No Fire Insurance has been effected.
SIEMSSEN & CO.,
Agents.
Hongkong, 15th May, 1899. [1346

CUTLER, PALMER & CO.'S

PRICE $10.75 PER DOZEN NET

"SPECIAL BLEND" WHISKY

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to
SIEMSSEN & Co., Hongkong. [41

CUTLER, PALMER & CO

WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
401 Hongkong, 13, Praya Central

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897. [42

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & Co.'s SELECTION.
Sole Agents for it—
LANE, CRAWFORD & Co.,
401 Hongkong.

PROF. H. FRANKEL,
AMERICAN
SURGEON-CHIROPODIST,

UNDERTAKES to extract corns, and to cure warts, bunions, and ingrowing toe-nails. Terms moderate.
Address,
54-56, QUEEN'S ROAD CENTRAL.
Hongkong, 1st May, 1899. [a1218

PORTLAND CEMENT
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO
Hongkong, 11th April, 1899. [796

INSURANCES.

THE STANDARD LIFE ASSURANCE CO.

A SCOTTISH LIFE OFFICE of over seventy years standing, and one of the oldest and wealthiest institutions in the World.
Funds exceed Eight Millions.
Revenue over One Million.
For all Particulars, &c., apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 9th August, 1898. [1—1394

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [78

THE TUNG ON FIRE INSURANCE COMPANY, LIMITED,
No. 2, BONHAM STRAND WEST.

SUBSCRIBED CAPITAL.....$1,000,000.

DIRECTORS:
LEUNG PUI-CHI, Esq., Chairman.
LO KUN-TING, Esq. LAU CHUN-TING, Esq.
YUNG YET-TING, „ KO YIK-KUM, „
YUEN LAI-CHUEN „ WONG SIU-HAM, „
CHENG MAO-TUNG „ CHAN PO-TUNG, „
TAM HOK-PO „
TONG TZE-SAU, Esq., Chief Secretary.
LAU WAN-KAI, Esq., Assistant Secretary.

This Company is prepared to ACCEPT RISKS against FIRE at Current Rates, also has MONEY to LOAN on Mortgage.
TONG TZE-SAU,
Chief Secretary.
Hongkong, 15th May, 1899. [1348

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & CO.,
Agents
Hongkong, 16th May, 1892 [23

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSSEN & CO.
Hongkong, 29th May, 1895. [24

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSSEN & CO.,
Agents.
Hongkong, 16th November, 1872 [22

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phœnix Fire Office.
Hongkong 17th August, 1887. [25

HANSEATIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS for above Company are prepared to ACCEPT Foreign and Chinese RISKS against FIRE at Current Rates.
EAST ASIATIC TRADING CO.
Hongkong, 1st January, 1899. [112

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.
A yearly premium of £28 2s. (age 30) secures the following:—
£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£6 per week in case of temporary disablement by accident.
Accidents insured against for £4 and £2 per annum (£1,000 in case of death by weekly payments in case of injury.)
For further Particulars apply to
J. Y. V. VERNON,
Agent.
Hongkong, 8th June, 1896. [1320

NATIONAL ASSURANCE COMPANY OF IRELAND.

ESTABLISHED 1822.

CAPITAL £1,000,000
FUNDS (over) 500,000

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
RADECKER & CO.,
Agents.
Hongkong, 19th September, 1898. a1988

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1897, £13,558,989 0s. 0d.

		£	s.	d.
I. AUTHORISED CAPITAL	£3,000,000			
SUBSCRIBED CAPITAL	2,750,000			
PAID-UP CAPITAL	687,500	0	0	
II. FIRE FUNDS	2,743,819	7	9	

The Undersigned, having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 23rd June, 1898. [1391

WANTED, FOR YOKOHAMA.

A EUROPEAN NURSERY GOVERNESS or NURSE for Two Children.
Apply by Letter to
Y. Z.,
Office of this Paper.
Hongkong, 15th May, 1899. [1330

CHAMPAGNES.

ESTD. 1834. TRADE MARK

B & E PERRIER.
PAUL DOMMER & CO.
C. H. DARGONNE & CO.
IRROY & CO., Carte d'Or.
LANSON PERE ET FILS.
PIPER HEIDSIECK, Gold foil.
DOYEN & CO., (very dry).
KRUG & CO., Private Cuvée.
BOLLINGER & CO., Extra Quality.
LOUIS RODEREER. Grand vin Sec.
PO MMERY and GRENO.
ACKERMAN-LAURANCE, SAUMUR.
LOUIS RENAU (white seal).
DUC DE VENDOME (cup).

ESTD. 1834.

Telephone No. 75.

SOLE AGENTS,
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road. [a33

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC,
Distinguished by 4 STARS on the label.
Price $22.50 per 1 dozen bottles.

VERY GOOD COGNAC,
Somewhat younger than the above.
Distinguished by 2 STARS on the label.
Price $16.75 per 1 dozen bottles.

"PALL MALL" WHISKY,
Eleven years old, very fine quality. Each bottle bears an analyst's certificate.
The quality is guaranteed.
Price $20.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY,
in Patented Bottles.
Price $10.75 per 1 dozen bottles

CHAMPAGNE BRUT.
A Natural, *i.e.*, a Brut, Sparkling Wine, of the Vintage 1889; particularly suitable to the debilitated. The price is but $28.50 per one doz. quart bottles.

INVALIDS' PORT.
This Wine is old, soft, and delicate.
We strongly recommend it.
Analysed and Certificated by Professor Cassall
Price $20.00 per 1 dozen bottles.

DOURO PORT,
This is a fine quality Wine of exceptionally good value.
Price $14.25 per 1 dozen bottles.

SHERRIES,
AMOROSO,
The Earl Misa's shipping.
Price $20.00 per 1 dozen bottles.

LA TORRE.
Price $16.75 per 1 dozen bottles.
Pure and natural Wine; a tonic.

CLARETS
in Quarts and Pints.

LIQUEUR.
BENEDICTINE, D.O.M.
Price $39.75 per 1 dozen bottles.

Agents—SIEMSSEN & Co., HONGKONG. 40

THE
VICTORIA DISPENSARY.
HONGKONG

AERATED WATERS.

SIMPLE AERATED WATER, SODA WATER, LEMONADE, GINGER ALE, SARSAPARILLA, RASPBERRYADE, LITHIA WATER, LEMON SQUASH, &c.
OUR WATERS are made under the constant supervision of a duly-qualified English Chemist, and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSES, and other Large Consumers.
Any complaints should be addressed to the Manager. [a32

JUST LANDED.

HIGH-CLASS CIGARS.
COMPANIA GENERAL DE TOBACOS DE FILIPINAS.

INCOMPARABLS
IMPERIALES
BOUQUETS
PERFECTOS
BREVAS IMPERIALES
FAVORITOS A. LOPEZ
REGALIA A. LOPEZ
WINDSOR
PRINCESAS
LONDRES

ALHAMBRA.

REINA VICTORIA
HIGH LIFE
REGALIA ALHAMBRA
PERLAS ALHAMBRA
PRINCESAS
LONDRES

PRICES MODERATE.

Apply to
G. GIRAULT, 6, QUEEN'S ROAD CENTRAL.
a36

MOET & CHANDON'S
"DRY IMPERIAL"
VINTAGE, 1893.

Per Case Quarts..... $47.00
„ „ Pints 49.00

H. PRICE & CO.,
SOLE AGENTS.

COTTAM & CO.

FOR
The latest NOVELTIES in GENTLEMEN'S HOSIERY. a34

BUCHANAN'S
HOUSE OF COMMONS WHISKY
AND
BUCHANAN'S BLEND WHISKY.
$15.00 and $13.00 per dozen.

LANE, CRAWFORD & Co. have been appointed SOLE AGENTS for these celebrated brands of Whiskies.
FREE SAMPLES ON APPLICATION. a31

FLETCHER & CO.,
THE PHARMACY, 22, QUEEN'S ROAD.
(OPPOSITE THE HONGKONG HOTEL.)

FLETCHER'S COMPOUND COUGH BALSAM.
This well-known preparation is specially recommended for its demulcent and expectorant qualities.
SOLE AGENTS FOR TANSAN WATER. [68

HOTELS.

HONGKONG HOTEL.

A First Class Hotel in every respect.
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout.
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE. [43

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at Victoria Gap, adjoining the Tramway Terminus. 1,350 feet above sea level.
CRAIGIEBURN is situated at Plunkett's Gap, five minutes walk from Peak Hotel.
Fine healthy location—variety of beautiful scenery.
Cool southerly breezes in Summer, with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.
GEO. J. CARANOVA, Manager.
City Office, 7, Duddell Street. [a77

METROPOLE HOTEL,
SAUKIWAN ROAD.

AN easy and delightful drive from the City.
Finest Brands of Wines, Spirits, and Beers.
BILLIARDS.
Telephone No. 123.
CHAS. DALTON,
Manager.
Hongkong, 15th October, 1898. [1057

HING KEE HOTEL
(ESTABLISHED 1873)
MACAO.

A NEW large 3-storey building has been specially built in place of the old well-famed establishment. It is pleasantly situated in the centre of PRAYA GRANDE, facing south, commanding a charming view of the sea on the front.
All Bed-rooms well furnished and comfortable.
Cuisine Excellent. Terms Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE." [1420

"BOA VISTA" HOTEL
MACAO.

THE only FIRST CLASS HOTEL in the Colony. Very moderate terms by the day or month. European Management.
MACAO is distant 40 miles West of Hongkong and the journey is made each day (SUNDAYS excepted) by the Magnificent Saloon Steamer "HEUNGSHAN" in 3 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M.
Connection made by Company's steamer to and from Canton.
Tourists should not miss the chance of visiting this famous old City.
For Terms, apply
THE MANAGER.
Telegraphic Address, "Boavista." [956

VICTORIA HOTEL,
SHAMEEN, CANTON

GOOD ACCOMMODATION, Excellent CUISINE.
Every CONVENIENCE for TOURISTS.
MADAR & FARMER, Proprietors. T. F. da CRUZ, Manager.
Telegraphic address:
"VICTORIA,"
A. B. C. Code used. [1291

THE
NAGASAKI HOTEL,
LIMITED,
NAGASAKI.

The FINEST HOTEL in the Far East.
NEWLY OPENED.
Cuisine under an Experienced French Chef.
Moderate Tariff.
R. F. INMAN,
Secretary & Manager.
Nagasaki, 16th February, 1899. [95

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. ...Every quarter of an hour
8.30 a.m. to 9.30 a.m. ...Every ten minutes.
9.30 a.m. to 10.45 a.m. ...Every quarter of an hour.
11.30 a.m. to 3.00 p.m. ...Every quarter of an hour.
3.30 p.m. to 6.30 p.m. ...Every quarter of an hour.
6.30 p.m. to 8.00 p.m. ...Every ten minutes.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.15 a.m. to 10.15 a.m. ...Every half hour.
10.30 a.m. to 11.00 a.m. ...Every ten minutes.
Noon to 2 p.m. ...Every quarter of an hour
2.45 p.m. to 8 p.m. ...Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899. [953

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE
Absolutely Smokeless and Water-resisting
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES:—

	Loaded with Powder only.	With Powder and 1 oz. of Shot.
Primrose Cases ...	$5.65	$7.40
Pegamoid Cases ...	6.25	8.00
Ejector Brass Cases.	6.90	8.65

5% discount on orders of 1,000 and over.
Apply to,
WM. SCHMIDT & Co.,
Gunmakers,
Hongkong.
Hongkong, 27th July, 1898. [16

SHIPPING.

ARRIVALS.

May 14, SZECHUEN, British steamer, 1,159, Pennefather, Wuhu 10th May, General.—BUTTERFIELD & SWIRE.
May 15, IDOMENEUS, British str., 4,300, James Riley, Singapore 9th May, General.—BUTTERFIELD & SWIRE.
May 15, KWANGTING, Chinese str., 2,000, Blake, Canton 14th May, General.—CHINESE.
May 15, YUENSANG, British steamer, 1,128, P. H. Rolfe, Manila 12th May, Hemp and Cigars.—JARDINE, MATHESON & Co.
May 15, MICHAEL JENSEN, German str., 710, H. Bendixen, Moji 9th May, Coal.—MELCHERS & Co.
May 15, HOIHAO, French str., 509, Gerard, Pakhoi and Hoihow 14th May, General.—A. R. MARTY.
May 15, HUE, French steamer, 704, Merlese, Haiphong and Hoihow 14th May, General.—A. R. MARTY.
May 15, SAN GOTTARDO, Italian str., 1,600, Parodi, Singapore 8th May, Coal.—ORDER.
May 15, HONG LEONG, British str., 1,171, A. Fripp, Penang and Singapore, 8th May, General.—CHINESE.
May 15, QUARTA, German steamer, 1,146, H. Johannsen, Saigon 11th May, Rice and Paddy.—SANDER, WIELER & Co.
May 15, SUISANG, British steamer, 1,776, Geo. Payne, Calcutta, 27th April, and Straits 9th May, General.—JARDINE, MATHESON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
15TH MAY.

Pronto, German str., for Swatow.
Indrapura, British str., for Shanghai.
Bergenhus, Norwegian str., for Kobe.
Benlomond, British str., for Shanghai.
Orestes, British str., for Singapore.
Changsha, British str., for Macao.
Hermes, Norwegian str., for Chefoo.
Keongwai, British str., for Hoihow.
Hongkong, French str., for Hoihow.

DEPARTURES.

May 14, VINDOBONA, Austr. str., for Shanghai
May 15, NANCHANG, British str., for Canton.
May 15, CHIHLI, British str., for Canton.
May 15, TAISANG, British str., for Canton.
May 15, MEEFOO, Chinese str., for Canton.
May 15, SZECHUEN, British str., for Canton.
May 15, PRONTO, German str., for Swatow.
May 15, INDRAPURA, British str., for Shanghai.
May 15, ORESTES, British str., for London.
May 15, SAIDA, Austrian cruiser, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Idomeneus*, from Singapore, 350 Chinese.
Per *Yuensang*, from Manila, Mr. and Mrs. Green, Messrs. A. S. Trevor, C. H. Horley, Vicente Monzon, C. Keavara, Tomas Guerre, Julio Madurgo, Natalio Tiangco, Li Ting Kwai, Castor Abad. Misses Maria Lago and Teodora Lopez.
Per *Hong Leong*, from Straits, Mr. Musi.
Per *Suisang*, from Calcutta, Capt. Morris, Messrs. Kirk, McKenzie, and Newbold.

DEPARTED.

Per *Tacoma*, for Tacoma, Wash., Mrs. C. H. Jones, Mrs. C. W. Griggs; for New Westminster, B.C., Mr. and Mrs. D. D. Moore and child.

VESSELS IN DOCK.

KOWLOON DOCK.—Isla de Cuba, Isla de Luzon, Hongkong Maru, Hyson, U.S.S. Bennington, Nippon Maru.
COSMOPOLITAN DOCK.—Don Juan de Austria, Gerard C. Tobey.

TO-DAY

Auction of Wrexham Pilsener Beer, at Sale Rooms, Messrs. Hughes & Hough, noon.
Meeting Perseverance Lodge, 9 p.m.
Grand Museum, to-night.

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from the Registrar, Supreme Court, to Sell by
PUBLIC AUCTION,
For Account of H. S. KIRCH & Co.,
TO-DAY (TUESDAY),
the 16th May, at NOON, at their Sales Rooms, Ice House Street,
35 Cases WREXHAM PILSENER BEER.
TERMS:—As Usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 13th May, 1899. [1324

PERSEVERANCE LODGE
OF HONGKONG, No. 1,165.

A REGULAR MEETING of the PERSEVERANCE LODGE will be held at the FREEMASONS' HALL TO-NIGHT, the 16th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 6th May, 1899. [1279

SECOND-HAND PIANOS,
(PROPERTY OF FAMILIES LEAVING THE COLONY),
Offered at Cheap rates.

1 Cottage piano—Lund	$125
2 Cottage piano—Broadwood	150
3 Cottage piano—Rosenkranz	150
4 Cottage piano—Neumeyer	200
5 Cottage piano—Brinsmead	200
6 Cottage piano—Hoofe	200
7 Cottage piano—Chappell	250
8 Cottage piano—Apollo	250
9 Cottage piano—Brinsmead	275
10 Cottage piano—Lane, Crawford & Co.	300
11 Cottage piano—Broadwood	300
12 Semi Grand—Collard (any reasonable offer, original cost $1,000—one year only in use.)	

LANE, CRAWFORD & CO.,
Musical Department.
Hongkong, 7th April, 1899. [955

BILLIARD BALLS.

THE MOST PERFECT
and
ONLY RELIABLE SUBSTITUTE
FOR IVORY BALLS.

BILLIARD BALLS 2 1/16"
PRICE Rs. 33 per set.

C. LAZARUS & CO.,
BILLIARD TABLE MANUFACTURERS,
60 & 61, Bentinck Street,
297—1] CALCUTTA.

BICYCLES.

JUST LANDED.

A Few
FIRST CLASS ENGLISH LADIES AND GENTS'
BICYCLES.
WM. SCHMIDT & CO.,
Gunsmiths.
Hongkong, 9th February, 1899. [112

BISMARCK & CO.,
28A, PRAYA CENTRAL,

SHIP CHANDLERS, PROVISION, and COAL MERCHANTS, have for sale Paints of all kinds, Engine Oil, English and Japanese Coal, &c. Just received a shipment of Russian hemp, tarred ropes 1" to 5". Moet & Chandon dry Champagne in pints and quarts, $30 per case; also Louis Roederer, extra dry Champagne, pints and quarts, $42 per case. Sole Agents for DREW & Co.'s Kiel Imperial and lager beer. [1103

PHOTOGRAPHY.

NEW FIRST-CLASS STUDIO.

MR. YERA has the pleasure to announce that, owing to the great increase in his business, he finds his Studio in Arsenal Street too small, and he has now opened in addition thereto a new one in Beaconsfield Arcade, fitted with
ALL THE NEWEST AND VERY BEST APPLIANCES.
Hongkong, 15th April, 1899. [1098

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LIMITED.

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AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high "degree of organic purity and is "of most excellent quality for "drinking."

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY.

Established A.D. 1841.

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ONLY *communications relating to the news column should be addressed to* THE EDITOR.

Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGE.

On the 15th May, at the Peak Church, Hongkong, by the Rev. R. F. Cobbold, M.A., FREDERIC OSMUND STEDMAN, M.D., London, to LILLIAN MABEL LE MESURIER, daughter of Colonel T. A. LE MESURIER, A.S.C. [1350

The Daily Press.

HONGKONG, May 16th, 1899.

LOCAL doctors are divided in opinion as to the means by which the plague bacillus gains access to the human system, one party holding that infection is contracted through the digestive tract and the other that the poison enters through abrasions of the skin. Now comes a French doctor and tells us that fleas are the chief medium by which the disease is propagated. We have seen it suggested before that infection by fleas was possible, but we now have the theory set out in detail and supported by experiment. Dr. SIMOND, a member of the French colonial medical service, was sent to India to investigate the plague and he has published his conclusions in the *Annales de l'Institute Pasteur*. It has always been observed that where plague has appeared it has been ushered in by a great mortality amongst rats. The discovery of the bacillus, we are told, enabled Dr. YERSIN to establish that rats and human beings succumbed to one and the same affection. Still, however, the mechanism of the contagion from rat to man, from man to man, and from man to rat remained unknown. It was supposed that the rat became infected through the digestive tract, by eating plague matter from human beings or the bodies of other rats that had died of plague. Dr. SIMOND, however, says that ordinarily one cannot succeed in infecting the rat, the monkey, or the squirrel by the ingestion of plague cultures or products, while inoculation with a trace of the virus suffices to give them the disease. Hence Dr. SIMOND was led to enquire if there was not a natural agent capable of introducing the bacillus directly into the healthy skin, and after much experimental research he concluded that there was such an agent and that it was the flea. In a healthy state the rat is not troubled with fleas, as it rids itself of them with great ease, but at a late stage of the plague it is generally covered with them. The fleas, gorged with the blood of the diseased rat, preserve for a certain time the bacillus of the plague in their digestive tract, and the inoculation of a rat with the contents of their intestines produces the disease. Healthy rats or mice may be safely left in contact with plague stricken rats or their bodies if these have been cleared of fleas, but in the contrary case they contract the disease even though a grating keeps them from direct contact with the diseased animals. In the light of this etiology Dr. SIMOND reports a certain number of facts of a clinical order the interpretation of which was formerly almost impossible. The *Phlyctene précoce*, noticed as a frequent symptom in plague, marks the point of entrance of the bacillus, and it is always situated about the regions particularly exposed to the bites of fleas. It was known that the handling of rats dead of the plague was sometimes dangerous and sometimes inoffensive; it is now explained that the danger exists when the death is recent and the body covered with fleas; it is inoffensive, on the other hand, when the animal has been dead so long that the fleas have left it. The mechanism of the transmission of the plague being thus established, Dr. SIMOND deduces therefrom rational rules of prophylaxis against the disease, and these rules, we are told, have proved completely efficacious in all cases in which they have been applied. Here the summary from which we quote breaks off and we are left in ignorance of what these rational rules are. The theory advanced as to the manner of infection seems plausible to a lay mind; whether it will prove convincing to the doctors who have held that the disease enters by the digestive tract remains to be seen. Assuming it to be correct, however, the practical question, is, how are fleas to be got rid of? It may be noted as at least a suggestive coincidence that the disease makes its appearance in this part of the world about the time of the year that the fleas become active and when all animals swarm with them.

The Italian chartered transport *San Gottardo* arrived yesterday from Naples with supplies and details for the Italian squadron in the Far East.

It stated in the *Malay Mail* that Sir Charles Mitchell is expected to visit Bangkok in November; but, so far as is known in the Colonial Secretariat, there is no truth in the announcement.—*Straits Times.*

Freedom (Manila) says:—"The local banks are now accepting U.S. currency, which will now be accepted by merchants the same as gold." Does this foreshadow the adoption of the gold standard for the Philippines?

The assay value of the coin and bullion received in the mints at Calcutta and Bombay during February last was Rs. 6,461,000. Of this sum Rs. 6,131,000 represent bullion received for the coinage of British dollars.

A Vancouver dispatch which has reached Tokyo states that the Italian cruiser *Piemonte*, which proceeded to South America last year in connection with the trouble with the State of Colombia, is on her way to China, via Honolulu and Japan.

M. J. Hess, of the staff of the *Figaro*, arrived from Haiphong yesterday by the Hué. M. Hess has visted the Far East on two previous occasions, once sixteen years ago and again ten years ago. On his present tour he has visited Siam, where he had an interview with the King, and from there he went on to Cochin-China and Tonkin. From Hongkong he goes on to Peking to report to his paper on the great China question.

Freedom (Manila) says:—Recently while Sergeants Wilson and Hill with a detail were clearing out some secluded nooks of the Anda street police station they found a hole in the wall which had been closed with stones and masonry. Within were found eight skeletons; these bones were apparently Filipino remains, judging from the shape of the heads, and undoubtedly the unfortunates were walled in alive and left to die by starvation.

Referring to the Yokohama race meeting, which was to begin on the 8th May, the *Japan Herald* says it should be at least memorable for one thing, viz., that this will be the last occasion, if Japanese laws against lotteries are to be enforced, that a Pari Mutuel on the course, or race lotteries elsewhere, will be possible. Those, therefore, who are addicted to these diversions, adds our contemporary, will do well to make the most of what may probably be a last opportunity.

Referring to the death of a Japanese doctor in Formosa after inoculation for plague the *Kobe Chronicle* says:—Some doubt is expressed, according to a contemporary, regarding the the genuineness of the inoculation material used. We should rather be inclined to doubt the efficacy of inoculation in plague as in hydrophobia. As regards the latter disease, every patient proved to have been bitten by a rabid dog and treated on the inoculation principle appears to succumb.

A Malay fisherman came by his death in a strange way at Tanjong Tokong (Penang) the other day. He was fishing in a boat when a skipjack or spear-fish, a foot and a quarter long or thereabouts, came skimming along the surface and dashed its sharp snout on his chest, right over the heart, inflicting a wound about the size of a ten-cent piece. The poor man gave one yell and immediately fell back. Death from loss of blood followed within a few minutes.

Shortly before eight o'clock last night it was reported to the police that a Chinaman had committed suicide by hanging himself from a tree on the embankment in Robinson Road not far from Breezy Point. A Sergeant and constable accompanied the informant to the spot indicated and found the story correct, the man having apparently been hanging for some time. The body was at once cut down and placed in a dead box which the police had taken with them. The body was apparently that of a servant about 30 years of age.

From Tonkin papers we learn that the Société des Houillères de Tourane has been reconstructed under the name of Société des Magasins Généraux et des Houillères de Tourane with a capital of 3,500,000 francs. The major portion of the capital has been subscribed by the Banque de Paris et des Pays-Bas, the Société Générale, the Comptoir d'Escompte, and the Banque de l'Indo-Chine. The balance has been supplied by M. Pila and a Lyons Syndicate. The direction will be in France and all the above named banks will be represented on the Board.

[FROM TONKIN PAPERS.]

THE FRENCH MINISTERIAL CHANGES.

Paris, 6th May.

M. Gouzy put a question in the Chamber yesterday concerning the suspension of M. Duruy's historical lectures at the Ecole Polytechinque. M. de Freycinet, Minister of War, replied that the course was suspended by the Commandant of the School in the interest of good order, because the students had spat upon M. Duruy, who had written a revisionist article.

The Radicals strongly protested and prevented M. de Freycinet finishing his speech.

M. Freycinet resigned in the morning, notwithstanding the request of his colleagues not to do so.

M. Krantz has been appointed Minister of War, and Senator Monestier Minister of Public Works.

Paris, 8th May.

M. Krantz will modify the Colonial Army plans prepared by M. de Freycinet.

Paris, 9th May.

In the Chamber M. Dupuy, replying to a question, stated that the resignation of M. de Freycinet was due solely to Friday's incident. He asked for the order of the day pure and simple, which was adopted by 444 votes to 67.

[FROM MANILA PAPERS.]

ILLNESS OF PRESIDENT McKINLEY.

Washington, 9th May.

For some time past President McKinley has has been suffering severely from rheumatism and recently has become so much worse that the doctors have become uneasy as to his condition and have ordered him to visit the thermal springs of Arkansas and to undergo a special course of treatment. President McKinley accordingly left for Arkansas yesterday where he will remain for a month.

SUPREME COURT

15th May.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HON. W. M. GOODMAN (ACTING CHIEF JUSTICE), WITH COMMANDER W. C. H. HASTINGS, R.N., NAUTICAL ASSESSOR.

WING FAT CHOY V. CALLAGHAN.

His Lordship delivered the following judgment:—

This is a suit brought by the owner of the fishing junk Kwong Loong Tai, licensed No. 3346, against the Commander of H.M.S. *Hermione*, claiming damages for the loss of the plaintiff's junk, occasioned by a collision between the *Hermione* and the junk, which occurred shortly before 1.30 a.m. on the morning of 7th March, 1899, on the high sea, off Chilang Point on the coast of China. The plaintiff also claims damages for the loss of his wife, his two sons, aged respectively eleven and three, and his daughter aged five, who were, unfortunately, drowned by the capsizing of the junk, which was lost owing to the collision.

At the time of this collision, H.M.S. *Hermione* was on a voyage from Wei-hai-wei to Hongkong and, according to the defendant's preliminary act, was about 70 miles from Hongkong in a north-easterly direction. The night was fine and clear but very dark, as no moon or stars were visible. The defendant gives the direction of the wind as about S. W. while the plaintiff says it was E. S. E., but, in any case, it was very light, not exceeding force one. The *Hermione* was steering South, 62 degrees West, and going at a speed of 10 knots an hour, 12 knots being her ordinary economical speed and 18½ knots her full speed. She was carrying all the proper lights, the white steaming light being 60 feet above the deck and the side lights placed 30 feet above the water. The lights were electric light. According to the case for the *Hermione*, the junk was not seen till she was about 30 or 40 yards distant, about one point on the starboard bow, when the collision was inevitable although the engines were stopped and reversed. Ten knots an hour means, roughly, a thousand feet a minute, so that the junk was not seen till some few seconds before the collision and all that could be done was to avoid striking the junk amidships by putting the helm hard a-starboard. As regards the junk, she was a licensed two-masted fishing junk about seventy-five in length and of a little over a thousand piculs capacity. She had left Chilang Point about 5 p.m. on the 6th March and, in company with another junk which I will hereinafter refer to as the "consort junk," owned by the plaintiff's father, was proceeding in a southerly direction to the fishing ground which lay south of the Point and ordinarily took some twenty-four hours to reach. There were also some thirty other junks which left Chilang Point the same evening for the fishing ground. On board the plaintiff's junk were sixteen people in all, including the plaintiff, viz., his wife, two sons and a daughter, his younger brother and his wife and daughter, Leung Shap Ug the helmsman, Chun A Fun the assistant helmsman, and six other Chinese seamen.

Of these, *three*, namely, the plaintiff and two of the seamen named respectively Cheung-ût Kwong and Chun Yau-Tai were saved by the *Hermione's* boats, while the wife and daughter of the plaintiff's younger brother were picked up by the consort junk. The rest of the occupants of the junk appear to have been drowned. It is admitted that after the collision those in charge of the *Hermione* stood by, turned on the electric light, and did everything that could be done to save life and render assistance and took the plaintiff and the two surviving seamen on board, treating them kindly and bringing them to Hongkong.

The two seamen who were saved appear to have been the men who were on watch on the junk at the time of the collision, Cheung Yau Tai being the man at the bow and the other the man on watch at the stern. They gave evidence that they saw the white light of the *Hermione* on the port side of the junk and then, about three minutes later, her red and green lights and that, in another three or four minutes, the red light disappeared and immediately afterwards the collision occurred, capsizing the junk, the *Hermione* striking her forward of the main mast on the port side.

It would seem that the junk people saw the steamer more than a mile away. In the plaintiff's preliminary act, indeed, it is stated they saw her two or three miles off, bearing about E.N.E.

Now, it is evident that, if the junk had a proper light, such light ought to have been seen by those on watch on the *Hermione*, because Lieutenant Davidson, the officer in charge of the fore bridge of the *Hermione*, states in his evidence that, at the time of the collision, there were two junks showing lights half a mile off. He also states that had the light been reported to him half or three quarters of a minute earlier he could have avoided the collision.

It becomes very important, therefore, to ascertain whether there was a proper light on the junk besides the lamp they had on the deck at the hatchway for the purpose of lighting the people on board, which appears to have been the only light seen by those on board the *Hermione* immediately before the collision. On this point we have, first, the evidence of the plaintiff, who stated that he was called that night as usual at one a.m. by the assistant helmsman and that the light at the stern was then, and also at the time of the collision, burning brightly, suspended on a pole seven or eight feet high situated amidships on the taffrail, in all some twenty-three English feet above the water. He stated that the light consisted of a lamp of foreign (*i.e.* not Chinese) make, about one foot seven inches high and eight inches in diameter, having a round wick, and burning kerosene oil. He also stated that the glass was clean, having been that very evening cleaned by Chan A Chun, one of the men who were drowned. Next, we have the evidence of Chung Yau Tai, the man on watch at the bow at the time of the collision. He said "we had two lamps burning, one at the stern and one at the main hatch. That at the stern was a foreign-made lamp, suspended on a pole eight feet in height. At the time of the collision both lights were burning brightly." He said also that the lamp at the stern was, he thought, a little more than a Chinese foot (fourteen inches) in height and some seven inches in diameter, though he had never measured it, and that the object of suspending that lamp at the stern was to warn vessels passing and repassing and attract their attention. The next witness, Cheung Ut Kwong was the man on watch at the stern of the junk. He stated that at the time of the collision there were two lights, one a lamp at the main hatchway and the other "a lamp hoisted pretty high-up at the stern" both of which were alight. The testimony, therefore, of the only three male survivors of the collision who were on board the plaintiff's junk is explicit enough, and their evidence is corroborated by that of the Master and the helmsman of the "consort junk." The Master, who is the plaintiff's father, stated that his junk was some two hundred and fifty yards astern of that of the plaintiff and on her starboard quarter, that his son's junk had a visible light but that at the time of the collision the stern light of his son's junk disappeared and then the steamer's search light was turned on. This evidence is corroborated by that of Wong Mi, the helmsman, who stated that he could see the light on the plaintiff's junk, which was 200 to 240 yards away, and that she had two lights which were visible from the "consort junk." Moreover, it is difficult to understand how the consort junk could have kept so closely in company with that of the plaintiff unless there had been some clearly visible light to guide her, for it must be remembered the night was so dark that, according to the evidence of the defendant's witnesses, the junk itself and its sails could not be seen as much as forty or fifty yards off. That the consort junk was in company is clear from Captain Callaghan's evidence, who, just after the collision, saw her light on the starboard quarter of the *Hermione* and noticed that she took part in rescuing the survivors. As there was hardly any wind she could not have come far in so short a time. As against this body of direct testimony, there is only the inferential evidence of those on the look out on board the *Hermione*, who stated that they must have seen the light at the stern if it had been there. It is possible, however, that their attention might not have been directed to the exact spot where the junk's light was until it was too late to avert the collision, for several lights had been reported on both sides of the *Hermione* almost immediately before. On the whole, the evidence of the plaintiff's witnesses was not very materially shaken by the able cross examination of the defendant's counsel, and I, therefore, find that the plaintiff's junk did carry a stern light as he alleges. I do not see how it could have been obscured by the junk's sails, for the after-leech of the mainsail was some 8 feet from the post on which the stern light was suspended and the nautical assessor agrees with me that, considering the relative positions of the vessels, the sails could not have intervened. I am therefore of opinion that the light ought to have been made out by those on board the *Hermione* in time to have avoided the collision.

It is clear that, by Article 20 of No. 1069 of the Queen's Regulations and Admiralty Instructions, "When a steam vessel and a sailing vessel are proceeding in such directions as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel." In this instance that Regulation was not complied with.

There is another matter in this case to which I desire to allude. Lieutenant Davidson stated in cross-examination, amongst other things, as follows:—"We had been passing junks all the evening and had been pretty close to some of the junks without lights; narrow escapes from collision," and he admitted that "we knew we were in waters crowded with junks, some without lights."

I have asked the opinion of my nautical assessor as to whether, in such circumstances, it would not have been more prudent to have slackened the speed of the *Hermione* to less than ten knots until she had got clear of the fishing fleet and surrounding junks. He informs me he considers that such would have been the right course to have adopted, especially having regard to the extreme darkness of the night.

In all the circumstances I hold, therefore, that the *Hermione* is to blame for this collision and that the plaintiff is entitled as regards the first item of claim in the writ to have an account taken of his damages in the usual way.

As regards the second item of claim, namely, that arising from loss of life, this appears to be based on Ordinance No. 3 of 1889, known as "The Compensation to Families Ordinance, 1889," which is, in the main, indentical with Lord Campbell's Act in England. There is, however, a provision in the local Ordinance that, where the suit is tried without a jury, the Court may give the damages which by the English Act would have to be given and apportioned by a jury. The joinder of a claim of this sort to the ordinary claim for ordinary damages for collision such as the Court, in its Admiralty jurisdiction, is accustomed to have assessed by the Registrar and Merchants, is somewhat inconvenient and unusual in this Colony. In the case of the Orwell, Law Reports, 13 Probate Divison, p. 80, it was decided that where an action for damages under Lord Campbell's Act was commenced in the Admiralty Division and no application was made to transfer the cause to any other division, and interlocutory judgment was signed for the plaintiff in the absence of a statement of defence, the damages could not be sent to be assessed by the Registrar and Merchants but that a writ of inquiry must go for their assessment by the sheriff and a jury. This was owing to the requirement of Lord Campbell's Act as to the functions of the Jury. Here, as the case is tried without a jury, I have power to discharge their functions, and I must consider the facts and the principles upon which damages are to be assessed under Lord Campbell's Act. No damage can be given for "the mental suffering of the survivors." See Mayne on Damages, 5th edition, p. 515; nor can damages be given "in respect of funeral expenses or mourning" (Mayne p. 518). The question is what *pecuniary loss* did the plaintiff sustain by reason of the death of his wife, aged 28, and his three little children. The wife's services may have been of value to the plaintiff; those of the little children, the youngest being three years of age, cannot have been of much pecuniary value. To save the parties the expense of a jury I will, in this case, assess the damages for loss of life, which I do at the sum of $150. But in future claims of this sort should be brought in the "ordinary" jurisdiction of the Court. No question of apportionment arises, as the plaintiff is suing for himself alone.

The plaintiff is entitled to the costs of this suit.

Mr. Slade (instructed by Messrs. Johnson, Stokes, and Master) for the plaintiff. Mr. Robinson (instructed by Mr. H. L. Dennys) for the defendant.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR W. M. GOODMAN (ACTING CHIEF JUSTICE) AND A SPECIAL JURY.

HUGHES V. CHATER AND MODY.

In this case (adjourned from last Thursday) William Kerkoet Hughes was plaintiff and the Hon. C. P. Chater, C.M.G., and (by order of the 15th February, 1899) H. N. Mody defendants. Plaintiff's claim was for:—"(1) The sum of $24,506·22, being the balance due from defendant to plaintiff on the 30th day of June, 1896, upon various accounts which have been recently stated and settled between them; (2) Interest on the said sum of $24,506·22, from the said 30th day of June, 1896, until payment or judgment at the rate of $7 per centum per annum calculated with half-yearly rests."

The following composed the special jury:—Messrs. C. W. Dickson, Paul Witkowski, S. Hancock, A. J. Gomes, H. A. Ritchie, A. H. Reunie, and E. W. Mitchell.

The Hon. H. E. Pollock (Acting Attorney-General), instructed by Messrs. Johnson, Stokes, and Master, appeared for plaintiff, and Mr. J. J. Francis, Q.C., and Mr. Manuk, instructed by Messrs. Deacon and Hastings, for defendants.

Evidence on behalf of defendents was resumed.

J. M. de Graca said he was in the employ of Mr. Mody as bookkeeper and general clerk. He had been in the employment of Mr. Mody in these capacities since March, 1888. He had made up the accounts between Mr. Hughes and Mr. Mody from the 30th June, 1888, to the 23rd August, 1898. The statement produced was made out by himself and was quite correct. He made out the statement produced with reference to Punjom Shares. He made it out from Mr. Mody's books. There was in Mr. Mody's ledger an account produced showing correctly the balance of shares in hand on each of the dates given on the paper.

Witness was closely cross-examined by Mr. Pollock as to the accounts.

Mr. Pollock, in his address on behalf of plaintiff, said it seemed almost altogether inexplicable how, if this alleged agreement really existed, defendants did not set it out in the correspondence, and he asked the jury to draw the inference that this alleged agreement was an afterthought. Then if this agreement existed why was it not set out in the first answer filed by defendant Chater. Simply and solely because he had never heard of such a thing, because it was a new idea, an idea invented by men who found themselves in a desperate straight. Dealing with the question of the stated and settled accounts, Mr. Pollock argued that the dates dealing with them in the amended answer did not correspond with the dates and statements contained in the original answer of defendant Chater. The jury would find in the amended answer two entirely different dates. They had in fact in the amended answer a departure from the original answer, the object being to endeavour, as he had before submitted, to bolster up a weak case. It seemed obvious that defendant or his legal advisers must have considered that those statements of account mentioned in the original answer of defendant Chater were not proof enough and therefore they endeavoured to introduce two separate statement of accounts, one on the 30th June, 1887, and the other 30th Sept., 1887, about which not one single word had been put in the original answer filed by defendant Chater. When the jury came to consider the evidence they would see that so far from strengthening the case of the other side the new matter weakened it. As to the evidence furnished by the other side with regard to the alleged statement of accounts for the 30th June, 1887, defendants based their allegations under two heads—first of all they relied upon the document put in called exhibit A and secondly they relied upon the alleged fact of their having sent brokers' notes and vouchers to Hughes. Taking the second point first, what evidence had they upon that point? They had no evidence whatever that any brokers' notes of any kind were sent to Hughes. They had two brokers' notes produced by the other side, and the fair inference from these two brokers' notes being in the possession of Chater and Mody was that other brokers' notes remained in their possession. Mr. Hughes would tell them most emphatically that the true state of affairs was that the 4,250 Punjoms and the 735 Kowloons were to be carried for him and not to be sold, and in connection with this matter he would ask them to carefully consider the statement of Punjom shares. They saw it was absolutely necessary for Chater and Mody in attempting to set up this sale, instead of carrying these shares, to show that on June 30th, 1887, they had 4,250 Punjoms and 735 Kowloons, and that after that date the number became less and less. Mr. Pollock contended that the only evidence as to the sale of the shares brought forward by the other side was that of Mr. Mody, Mr. Chater's evidence on the point being merely hearsay, and he further contended that Mr. Mody's evidence was inconsistent with what was said by Mr. Chater and what was said by his learned friend Mr. Francis.

The further hearing was adjourned until ten o'clock this morning.

AFFAIRS IN THE NEW TERRITORY.

FEARED RENEWAL OF THE DISTURBANCE.

MORE TROOPS LEAVE.

Apparently things are not settling down so quickly in the new territory as it was anticipated they would do. Yesterday various rumours of a more or less alarming character were afloat. It was said that in consequence of the natives in the neighbourhood of Pat-heung having begun to look threatening 400 troops had been ordered to the mainland and that a couple of gunboats had left with sealed orders. When questioned the authorities were most reticent, pooh-poohing, however, the rumours which were afloat. It was evident all the same, during the day that there was some ground for the reports that things were not so satisfactory as they might be on the mainland, for yesterday afternoon Colonel The O'Gorman left for Taipohu with some troops and the Volunteers were ordered to hold themselves in readiness. A concert which it had been intended to give in connection with the Welsh Fusiliers has been abandoned, as has also one announced to take place in the Volunteer Headquarters on Thursday night. Leave has been stopped in the garrison.

LATER.

As yesterday wore on it was more and more apparent that there was something in the wind. At the Commissariat Depot there was much bustling, steam launches crowding the pier and being rapidly laden with stores and ammunition.

A mixed military force numbering close on a thousand men altogether went out. Of these about 600 will land at Taipohu. Rumours of occupy Kowloon City, a couple of armed robberies which took place in the neighbourhood the othr evening having made it evident that the Chinese authorities there cannot cope with any lawless characters who may find their way there. It appears that at about one o'clock on Saturday morning ten men entered a house at a village named Tseung Lau Shu, about three miles to the eastward of Kowloon city, and stole money and clothing to the value of $500. One of the robbers was armed with a revolver, and the others were armed with swords. They burst open the door of the house, occupied by a farmer, and having secured the farmer and his family ransacked the place, and afterwards decamped with $107 in money, clothing to the value of about $400, and two receipts for land. On Sunday six men, the leader armed with a revolver and the others with Japanese swords, tied up the keeper of a temple inside Kowloon city and stole $22 in money. The keeper was tied hands and feet, and his queue was also tied up. One man has been arrested in connection with the outrage.

About 500 more troops will leave early this morning, and a naval force of some 500 men is also being got ready. It is believed the intention is to occupy Shamchun and the territory up to the range of hills beyond the boundary originally fixed.

THE EXTENSION OF MACAO.

We translate the following from the *Lusitano*:—

From the home papers we see that in the Chamber of Peers Senhor Hintze Ribeiro asked if the Government had taken advantage of the position in the Far East to clearly define our dominion at Macao, and that the Minister for Foreign Affairs replied that the question was important and that the Government was giving it due consideration.

The vague reply of Councillor Bairao makes us suspect that the supreme Government is not troubling itself in the matter, which would be truly lamentable, as it is certain that the occasion is opportune, not only for clearly defining the dominion of the province, as indicated by Senhor Hintze Ribeiro, but also for acquiring additional territory, which would guarantee our stability in this greatly coveted part of the world. To acquire the district of Heungshan, which it appears to us would not be very difficult, would suffice to make this colony yield a rich return to the coffers of the metropolis. Possibly if the Portuguese Government would negotiate an agreement with the English Government to support us in this pretension the exchange of some bit of territory, useless to us, in our African empire, would secure for us the expansion of our dominion in China. Unhappily, however, Macao is too far from the metropolis for questions affecting this colony to excite the least interest there.

CORRESPONDENCE

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

TAXATION IN CHINA.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your recent article with reference to the taxation per head of the different countries of the world tends to confirm a conclusion at which I arrived some years ago as the result of much observation, reflection, comparison, and inquiry, viz., that the average Chinaman, in spite of all squeezings, tyrannies, and oppressions, of which we oftentimes hear so much, is in reality the most lightly taxed, and, in many respects, the freest individual in the world. It is quite true, as you remark, that on the other hand he knows nothing of the manifold blessings of our civilisation in the way of rates, parliaments, and so forth; but it has never struck me that he is rendered very unhappy on this account, nor that he would be made much happier by the possession of them.—I am, yours truly,

EPOPTES.

Canton, 15th May, 1899.

AFFAIRS IN THE PHILIPPINES.

NEWS FROM SAN FERNANDO.

San Fernando has proved to be the most comfortable place the men have occupied since leaving Manila. A large number of the troops live in houses, well protected from sun and rain, and many of the officers' quarters are better than those enjoyed in Manila.

The inhabitants undoubtedly left the place on short notice, for the houses are, or were, almost intact, scarcely anything being taken away, even horses being left behind. Some very funny things are to be seen about the streets—black swallow-tail coats and stove-pipe hats walking about on pairs of brown campaign trousers and leggings and occasionally a pair of big black army boots sticking out from under a striped gaudy shirt. The people of San Fernando evidently lived well, for their houses show the signs of wealth and more than the average Filipino culture.

Shortly after the occupation a big Chinese vino joint was discovered, and ten minutes after it had been noised about that several large casks were full the joint was crowded. Before long the matter came to the ears of the provost marshal, who caused the casks to be opened, so the story runs, and allowed the stuff to flow to the river. Canteens were quickly produced and a fair percentage was caught before it reached the river.

It has been found impracticable for the baggage trains to operate during the hot hours of the day and night; travelling is being tried as a substitute. The day before yesterday two bulls died from exhaustion and heat between Calumpit and San Fernando. To-night about dusk a long supply train will leave Calumpit and follow the wagon road to San Fernando, which is expected to be reached about one o'clock the following morning.

There has no fighting of note since the occupation, though large numbers of natives are massing near Bacolar.

CHANGES ALONG THE RAILROAD.

A special train brought three companies of the 3rd United States Infantry to the Bagbag River yesterday afternoon. From this place they marched to Calumpit, where they relieved the Iowa men, the latter having been ordered to strengthen the force at San Fernando.

Late in the afternoon three companies of the 9th United States Infantry went out to Caloocan to fill the gap left by the 3rd Infantry.

The road is now well protected as far as Calumpit, but from there on no soldiers are stationed until San Fernando is reached.

FILIPINO GOVERNMENT CHANGES.

Latest news from the Filipino headquarters is that Aguinaldo has had to dismiss his right-hand man, Mabini, from the position of president of the council, and has got Dr. Joaquin Gonzales, a very moderate and liberal minded man, to form a new ministry.

Paterno is in high disfavour. His life is threatened.

This is considered to show that the anti-American feeling is weaker than it was, and the war sentiment is losing its popularity.

The chief portion of the rebel army is concentrating towards Cabanatuan, with the idea of taking refuge in the Irriga hills.

Mabini, if out of office, may still exercise dangerous influence.

Nothing can stop the split between General Luna and Mascardo.

The American river boats, which cleared the country up to Guagua yesterday are establishing a base of operations there to-day. San Fernando is to be the base for the wet season.

A QUARREL BETWEEN THE LEADERS.

News has sifted in through the lines that Generals Luna and Mascardo have had a severe quarrel which concerns not only themselves but their respective armies. The trouble is an old standing affair, but for some time matters were peaceful as Luna was busy at Calumpit, while Mascardo's headquarters were Bocalar. However, as Luna was driven out of the trenches, he fell back to Santo Tomas and San Fernando, which latter place is close to Bacolar. After Luna was wounded he retired to Angeles, taking many of his troops with him. Mascardo was thus left in a position to face the Americans at San Fernando, an opportunity of which he quickly availed himself. Friends of both parties have tried to heal the breach, but apparently without success.

At present certain "spheres of influence" may be said to exist. Mascardo rules on the left of the railroad, this is between the road and the sea and, and controls the important town of Bacolar, while Luna commands the district between the road and the mountains.—*Manila Times.*

THE GERMANS IN SHANTUNG.

The *Ostasiatische Lloyd* received on the 8th May the following important letter from Taintao. We avail ourselves of the *N. C. Daily News* translation:—

The German occupation of the town of Jihchao cannot be withdrawn yet, though it is true that the Chinese Government has placed a considerable number of troops under General Hsia in the vicinity of Jihchao and Ichoufu, which may be considered a success, similar orders being rarely, if ever, executed in China, but ending in empty promises and worthless decrees.

In the district of Jihchao everything is quiet; the Christians who had fled from the disturbed villages into the town has returned to their homes and been re-installed in their properties.

The direct purpose of the occupation, however, *viz.*, to obtain reparation in the Stenz case has not been fulfilled yet, no culprits having been captured, so that nothing remains but to get hold of the village headman, who did not prevent the escape of the culprits.

The request of General Hsia—namely, that the Germans should evacuate the town of Jihchao and leave to him the maintenance of order, could the less be complied with, as this very General refused his help towards the capture of the culprits in the Stenz case, alleging that this was the business of the district magistrate. Chinese soldiers have now been forbidden by Captain von Falkenhayn to enter Jihchao.

In this way the Jihchao affair still awaits settlement. When this moment shall come, and when the cessation of military compulsory measures can be dispensed with, depends partly also on the attitude of the new Governor of the province of Shantung, Yu, who is amusing himself by opposing the work of the German Railway and Mining Engineers in the province of Shantung, and further by conducting an anything but friendly correspondence with the Governor of the Kiaochou district.

He has not only prohibited any more surveying for the construction of the railway in the province of Shantung, but also condemned the investigations of the mining engineers as unlawful, and only assured them his protection in as far as they move about as simple travellers, not while they are executing their vocation in his province. This, according to the opinion of the German Minister at Peking and the German Governor in Tsintao, is against the treaty of the 6th of March, 1898, and against the concessions made by the Tsungli Yamen. It has therefore been ordered that both works shall steadily proceed, and the responsibility for any disturbances will fall on the Governor of Shantung personally. Should he continue in the attitude which he displayed on entering upon his duties, it is hardly probably that he will remain long in charge of his Governorship.

RUSSIAN AIMS IN THE EAST.

The Moscow correspondent of the *Standard* says the following account of Russian aims in the East is somewhat more detailed than any which has yet appeared. It is extracted from an article in the *Transcaspian Observer* dealing with Russian plans for the invasion of India:—

At the present moment we are not at war with England, and we have no mind to conquer India. But we must be ready for this campaign if England hinders us in the lines we have laid down for ourselves, the first steps of which, by patient efforts that have cost much blood have already been taken. If our progress in Central Asia has become more determined, the English are themselves to blame for having closed to us the Straits into the Mediterranean, and Russia, with a growing population and increasing industries, must find, and will find, an outlet for herself to a southern sea.

As Turkestan has begun to supply us more and more with raw cotton, so the Caucasus is beginning to develop her natural wealth. Great factories are already building to work up the raw materials of Turkestan. The cotton, silk, and wool of Persia likewise present immense material for our exploitation if we cut a railway through Persia and make a more thorough acquaintance with the country. After the Emperor William's trip to Palestine, the question of this railway can no longer be postponed. We must be before the Germans on the Persian Gulf. Our main line must run from the Caspian to Teheran, Ispahan, Yezd, Kerman, Bampore, and the coast of Persian Baloochistan; from the main line a branch might be made to the Persian Gulf. Neither in Persia nor in Mesopotamia must there be any other influence than Russia's.

In this way the fundamental object of our progress southward must be the interests of trade and industry. But it would quickly take the form of a menace if England should oppose our progress. Certain complications might lead to war. The conquest of India, could not, of course, bring us any advantage, but it would entirely uproot England economically, and reduce her to the state of Holland. These views should be understood by English statesmen, and ought to dissipate their excessive suspicion while undermining their confidence in those fanatic foes of Russia among the rulers and generals of India. They must understand, and never lose sight of the fact, that we have no need to overturn their empire in India, if only they do not oppose the natural aspirations of Russia towards the south, to which she has the right of a great and powerful people.

The termination of the "main line" and the "branch" respectively, though not named, the correspondent adds, are obviously the seaports of Chabbar and Bandor Abbas, about which it is belived a secret treaty was concluded between Russia and Persia some fifteen years ago on the basis of a memorandum for the occupation of Persia drawn up by the present Russian Minister for War, General Kuropatkin. The resuscitation of this question at the present time is not without a special interest, in view of recent occurences at Muscat. With Russia at Chabbar and France at Muscat on the opposite side of the Gulf of Oman, the two "friendly and allied" nations would doubtless find themselves ideally situated for any further designs of aggrandisement on the basis of the demands of a trade and industry yet to be created.

A RUSSIAN MINING VENTURE AT WEIHAIWEI.

Adversity, we know, is frequently responsible for strangely assorted bed fellows. A mining camp, in the mad rush for gold, when the "mother lode" has been struck or in trail, brings together all sorts and conditions of men from the ends of the earth, all gathered with one common object—the pursuit of hidden wealth. In Australia the United States, and South Africa this has been the case and now that there is a "rush" on China from all sides, why should it not be also visible here? The pursuit of happiness being one of the dearest prerogatives of individual liberty—if you do not believe us please read the U.S. "Constitution," as religiously read out every glorious 4th of July—and the quest of wealth being so often synonymous with the pursuit of happiness, we see no objection in the world, but every reason why all men should equally share in the engrossing pursuit of untold and unknown wealth in China. No international distinctions need be here made, as we are told that China is "big enough for all," and no doubt it is. Still we confess to much surprise at the composition of the Syndicate which is endeavouring to induce the British Government to grant it a monopoly of the rights of gold mining within the ten mile military zone which England has obtained around the harbour of Weihaiwai. It must be here remembered that Weihaiwei is simply a naval and military station, a purely strategic position obtained, in the words of the British Minister ["China" Blue Book p. 106/7] because "in the view of Her Majesty's Government the balance of power in the Gulf of Pechili had been so seriously disturbed by the lease to Russia of Port Arthur as a naval station that it must be redressed by a lease of Weihaiwei to Great Britain in similar terms." The lease of Wei-hai-wei is therefore in similar terms to that of Port Arthur. That being so, we think it is reasonable ground for surprise, and sufficient reason for intense caution on the part of the British Government before granting any mining charter, to find that the Syndicate, which, ostensibly and originally British, has become, through what influences we need not here enquire, very largely Russian, and Russian of a type doubly undesirable in a place like Weihaiwei, which was primarily obtained as a check and a watch upon Port

PUBLIC COMPANIES

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

SOME SHAREHOLDERS not having applied for the PREFERENCE SHARES to which they are entitled, the Surplus will be allotted to existing Shareholders in proportion to the number of Shares held by them, if applied for on or before 17th instant.

LÜTGENS, EINSTMANN & Co., General Agents.

Hongkong, 10th May, 1899. [1309

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1898, at the rate of Sixty Cents per Share (or Six per Cent. on the Capital of the Company, making Eleven per Cent. for the year) is PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after this date, the 9th May, 1899, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the HONGKONG AND SHANGHAI BANK, Shanghai, on presentation of Warrants there on and after the same date.

A. H. MANCELL, Secretary.

Hongkong, 9th May, 1899. [1298

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon contributions for the year 1898 has been declared.

WARRANTS will be issued on the 1st May.

By Order of the Board, DOUGLAS JONES, Secretary.

Hongkong, 20th April, 1899. [1112

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE is hereby given that a CALL of $1.00 per Share has been made in respect of the "B" Shares in the above named Company, and that such CALL is PAYABLE to the General Managers, on the 5th day of July next, at the Offices of the Company, 38 and 40, QUEEN'S ROAD CENTRAL.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th May, 1899. [1249

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

NOTICE.

A CERTIFICATE for 100 Shares numbered 16,372/17,071 standing in the Register of this Company in the name of Miss ELLEN FARRELL BROWN having been LOST, notice is hereby given that a duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 4th May, 1899. [1250

NOTICE.

THE CERTIFICATES for 49 Shares numbered 8,159/8,168 18,159/18,168 28,159/28,168, and 38,159/38,168 standing in the Register of the CHINA MERCHANTS' STEAM NAVIGATION COMPANY in the name of KAU MUN KEE & Co., having been STOLEN, notice is hereby given that the theft has been reported to the China Merchants' Steam Navigation Company, and Duplicate Certificates of the same will be issued, and that the Original Certificates together with the Interest Warrants of the same will be hereafter held as null and void.

KWONG CHEONG LOONG, 8, Praya West.

Hongkong, 15th April, 1899. [1067

NOTICE TO MARINERS.

No. 101 (SPECIAL).

CHINA SEA.

TURNABOUT AND LAMOCKS LIGHT HOUSES.

NOTICE is hereby given that the alterations in the character of the Turnabout and Lamocks Lights, as described in Notice to Mariners, No. 332, will shortly be taken in hand.

Should it be necessary to extinguish either of these lights while the change is being made, two seventh order lens lanterns will be exhibited from the light tower gallery, one on the West side and one the East side.

Either one or both of these lights may be seen according to their bearing.

W. FERD. TYLER, Acting Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office. Shanghai, 8th May, 1899. [1316

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION

IN THE GOODS OF FRANK V. SAMUELS, FORMERLY OF MANILA; BUT LATELY OF VICTORIA, IN THE COLONY OF HONGKONG, BROKER, DECEASED.

NOTICE is hereby given that His Honour WILLIAM MEIGH GOODMAN, Acting Chief Justice, has, by virtue of Section 58 of Ordinance No. 3 of 1897, made an Order limiting the 23rd day of May, 1899, as the time for Creditors and others to send in their claims against the above Estate.

All Creditors and others are, therefore, hereby required to send in their claims to the undersigned before the said date.

A. SETH, Official Administrator.

Dated this 22nd April, 1899. [1134

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that Messrs. HOTZ, S'JACOB, of Victoria, in the Colony of Hongkong, Merchants, have, on the 13th day of September, 1898, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:—

The letters A V H joined together thus "A/H" with a dot above the A in a circle, in the name of Messrs. VAN HOYTEMA & CO. of Culemborg, in the Kingdom of Holland, Distillers, who claim to be the sole proprietors thereof.

The said MARK has been used by the applicants in respect of Gin in Bottles, in class 43.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersigned.

Dated the 11th day of March, 1899.

WILKINSON & GRIST, 70, Queen's Road Central, Hongkong, Solicitors for the Applicants. 766]

CARTRIDGES.

JUST LANDED.

CURTIS'S & HARVEYS' AMBERITE

Specially Loaded in England.

Patent Smokeless Sporting Gunpowder containing no Nitro-Glycerine

PRICE OF 12-BORE CARTRIDGES.

Loaded with Powder only,

Per 100 ..... $5.25

With Powder and 1¼ oz. Shot,

Per 100 ..... $6.75

Apply to BRADLEY & CO., Hongkong.

Hongkong, 25th April, 1899. [1158

RUINART PERE & FILS, REIMS.

Established 1729.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal).

LAUTS, WEGENER & CO. Sole Agents.

Hongkong, 17th May, 1895. [1104

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ROBINSON PIANO CO.

HIGH CLASS PIANOS

for HIRE or EASY PAYMENTS.

THE ONLY FIRM DEVOTED ENTIRELY to MUSIC TRADE. [1694

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All the World's Fighting Ships—1899 Ed. by Jane	$9.00
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" German Dialogues	1.00
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The Cruise of the *Cachalot*, by Bullen	
A Daughter of the Vine, by G. Atherton	
The Countess Tekla, by Robert Barr	
The Paths of the Prudent, by Fletcher	1.50 each
The Treasury Officer's Wooing, by Cecil Lowis	
Contraband of War, by Shiel	
No. 5 John Street, by Whiting	
The Horse in Stable and Field, by Stonehenge	13.00
China, by Prof. R. K. Douglas	3.00
New Blue Book, "Affairs of China"	2.00
British Navy, by Stenzel	$5.00
British Merchant Service, by R. J. Cornewall Jones	3.50
A duet with an occasional Chorus, by Conan Doyle	1.50
Famous Race Horses, 250 Pictures	1.50
The Swallow, by Rider Haggard	
Pharos the Egyptian, by Guy Boothby	
The Plunder Pit, by Snowden	
Brotherhood of Seven Kings, by Meade	
Frank Redland, Recruit, by Kornshan	
Things that have happened, by Gerard	
Athelstone Ford, by Upward	
Mistake of Monica, by Parker	1.50 each
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Courtship and Chemicals, by Cox	
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TOBACCOS, CIGARS, CIGARETTES.

QUEEN'S ROAD, Hongkong. [30

DR. KNORR'S ANTIPYRINE

Patented "LION BRAND."

in Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, etc.

FEVER, RHEUMATIC & NEURALGIC AFFECTIONS.

NERVOUS AFFECTIONS.

ARGONIN.

(REGISTERED TRADE MARK.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhœa in 1 to 2 per cent. solutions possesses similar bactericide action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

DR. OVERLACH'S MIGRANINE

"LION BRAND"

(ANTIPYRIN-CAFFEINE CITRATE.)

(1) Excellent results in the SEVEREST CASES OF MIGRAININE, as well as in HEADACHE ARISING FROM ALCOHOLIC, NICOTINE, AND MORPHIA POISONING, NEURASTHENIA, INFLUENZA, GRIPPE, &C.

(2) The BEST ANTIPYRETIC even in threatened collapse, because the caffeine of Migraininects simultaneously as an ANALEPTIC.

☞ Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains given once or twice daily in powder or in solution.

Sole Manufacturers: FARBWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST o. M. Literature of the above Preparations supplied gratis at request to Medical men.

CHINA EXPORT, IMPORT & BANK CO., Sole Agents for China.

BEWARE OF SPURIOUS IMITATIONS [358

TO LET

TO LET FURNISHED.

TILL 31ST JULY,

MR. CAMPBELL'S BUNGALOW, East Beach, CHEFOO. Rent, Taels 100 per month.

For Particulars, apply to R. M. CAMPBELL, Shanghai.

Hongkong, 6th May, 1899. [1277

TO LET.

SEMI-DETACHED VILLA RESIDENCES on BOWEN ROAD. (Now in course of erection.)

Property now occupied by the BOWRINGTON SAW MILLS.

"BAHAR LODGE."

OFFICES:—1st Floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd May, 1899. [49

TO LET.

GREENMOUNT, BONHAM ROAD.

Apply to GILMAN & CO., Agents.

Hongkong, 7th April, 1899. [978

TO LET.

ROOMS suitable for OFFICES or RESIDENCE, situated on QUEEN'S ROAD. Immediate Possession if desired.

Apply to THE EQUITABLE LIFE, No. 9, Ice House Street, 2nd Floor.

Hongkong, 13th May, 1899. [1322

TO BE LET OR SOLD.

IN AMOY CLOSE TO SEA.

A LARGE HOUSE—FOUR BEDROOMS, 20 by 20, with bathrooms, Drawing Room 40 by 20, Dining Room 20 by 20, and usual Offices. Immediate Possession.

E. F. B., Office of this Paper.

Hongkong, 13th May, 1899. [1321

TO LET.

FURNISHED ROOMS or Part of Fine House on higher level. BOARD if required. TENNIS.

Address "X. Y. Z." Care of Office of this Paper.

Hongkong, 10th May, 1899. [1308

TO LET.

APARTMENTS at KOWLOON, with Board. Suitable for married couples or single gentlemen. Tennis Court.

Apply to MRS. HATHERLY, Isedale, Kowloon.

Hongkong, 17th June, 1898. [50

TO LET.

"LUGINSLAND" (East) above QUEEN'S GARDENS, from 1st June next.

Apply to HUMPHREYS ESTATE & FINANCE CO., LIMITED.

Hongkong, 20th April, 1899. [954

TO LET.

FROM THE 1ST JUNE NEXT.

A GOOD SHOP in the best part of QUEEN'S ROAD CENTRAL.

Apply to THE SECRETARY, A. S. WATSON & CO., LIMITED. 1247]

TO LET.

FURNISHED ROOMS with BOARD in a desirable locality.

Apply to "X. D.," Care of *Hongkong Daily Press* Office.

Hongkong, 6th May, 1899. [1275

TO LET.

AT THE PEAK.

A FIVE ROOMED BUNGALOW, situate upon MOUNT GOUGH, named "KIR KENDOA."

Apply to H. L. DENNYS, Supreme Court House.

Hongkong, 6th May, 1899. [1276

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1899.

TO LET.

OFFICE on GROUND FLOOR, centrally situated, from 1st of June.

Apply to LÜTGENS, EINSTMANN & Co.

Hongkong, 12th May, 1899. [1317

PRIVATE BOARD AND RESIDENCE

Mrs. GILLANDERS. GLENEALY BUILDINGS.

Hongkong, 9th January, 1896. [79

JAPAN FINE ART CURIOS

KUHN & KOMOR.

HONGKONG; YOKOHAMA; KOBE. 2837

CARMICHAEL & BARLOW, Consulting Engineers, Surveyors, and Contractors, QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships. Launches and light-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams, "CELESTE," Hongkong. Telephone, 232.

H. F. CARMICHAEL. B. J. BARLOW.

Hongkong, 31st March, 1899. [1209

DOMESTIC LOVE STORY OF GREAT INTEREST.

The *Hongkong Daily Press* has secured the Rights of Publication of A NEW WORK OF FICTION from the pen of IZA DUFFUS HARDY, Author of "In the Springtime of Love," "A New Othello," "A Woman's Loyalty," "The Girl He Did Not Marry," &c., &c.

An Able and Popular Authoress whose previous books have achieved considerable success.

THE TITLE OF THE NEW STORY IS MACGILLEROY'S MILLIONS, and the opening Chapters appeared the *Daily Press*, of SATURDAY, 13TH MAY. [128

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1893 WHITE SEAL.

$38.00 .....per case of 1 dozen quarts.

$40.00 .....per case of 2 dozen pints.

ED. KRESSMANN & CO.'S RED AND WHITE BORDEAUX WINES.

C. G. HIBBERT & CO.'S BOTTLED ALE & STOUT

SIEMSSEN & CO.

Hongkong, 5th May, 1899. [39

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER,

No. 37, ELGIN STREET, HONGKONG,

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED. 15 to 25 % Discount Allowed. [2566

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LÜTGENS, EINSTMANN & CO.

Hongkong, 1st August, 1897. [801

JADESTONE AND CURIOS.

WE, the Undersigned, beg to notify the public that we have been carrying on business as Exporters of China Goods for upwards of 60 years past, enjoying the good opinion of all our numerous customers.

We have now been appointed Agents for KWONG MAN CHONG, of Peking, in ancient CURIOS, PEARLS, JADESTONE, and CRYSTAL WARE, &c., &c., of the best description, which we offer at most moderate Prices.

Visitors are respectfully invited to call and make inspection at our premises, No. 90, Queen's Road Central.

SUN SHING, 聚新

522] Agents for KWONG MAN CHONG.

DAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING CANVAS ARNHOLD, KARBERG & CO., Sole Agents. 2700]

SIEN TING, SURGEON DENTIST, No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE, Consultation Free.

Hongkong, 23rd September, 1898. [1314

BANKS.

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORISED CAPITAL ..... £1,[illegible]0,000.
PAID UP CAPITAL ..... £ [illegible]4,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.

E. BURNIE, Esq. | D. CHILLIES, Esq.
CHAN KIT SHAW, Esq. | KWAN HOI CHUEN, Esq.
CROW TUNG SHANG, Esq. | J. TCHAUTS, Esq.

Chief Manager. GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed ..... 3 %

Hongkong, 23rd March, 1899. [18

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL	£1,500,000
SUBSCRIBED	£1,125,000
PAID UP	£ 562,500
RESERVE FUND	£ 20,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS:—

For 12 months	4 %
" 6 "	3½ %
" 3 "	2½ %

J. THURBURN, Manager, Hongkong.

Hongkong, 28th April, 1899. [19

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL	Yen 12,000,000
PAID UP CAPITAL	" 10,500,000
RESERVE FUND	" 7,300,000

HEAD OFFICE—YOKOHAMA.

BRANCHES & AGENCIES.

Kobe, London, San Francisco, New York, Lyons, Honolulu, Bombay, Shanghai

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED. PARR'S BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED.

HONGKONG AGENCY—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5% per annum.
" " " " 6 " 4½ " "
" " " " 3 " 3½ " "

S. CHOH, Agent.

Hongkong, 8th April, 1899. [734

THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£450,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.

On Fixed Deposits for 12 months ... 4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "

T. H. WHITEHEAD, Manager, Hongkong.

Hongkong, 24th May, 1898. [25

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, 1st August, 1895. [17

THE BANK OF CHINA AND JAPAN, LIMITED.

WORKING CAPITAL	over £200,000
RESERVE LIABILITY OF SHAREHOLDERS	fully £400,000
	£600,000

HEAD OFFICE: 36, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore.

AGENCIES: Yokohama, Kobe, Penang, Bombay, and Calcutta.

General Manager—F. C. BISHOP.

INTEREST ALLOWED.

On Current Accounts ..... 2 %
Fixed Deposits ..... 3 months 3 "
" Do. ..... 6 " 4 "
" Do. ..... 12 " 5 "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.

CHANTREY INCHBALD, Manager.

Hongkong, 1st January, 1899. [97

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL	Shanghai Tls. 5,000,000
PAID-UP CAPITAL	" " 2,500,000

HEAD OFFICE: SHANGHAI.

BRANCHES AND AGENCIES.

Canton, Hankow, Chefoo, Peking, Chinkiang, Swatow, Foochow, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS

At 2% per annum on Current Account daily balances.

3% per annum on Fixed Deposits for 3 months.
4% " " " " " 6 "
5% " " " " " 12 "

E. W. BUTTER, Acting Manager.

Hongkong, 15th October, 1898. [21

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000
RESERVE FUND	$10,000,000
RESERVE LIABILITY OF PROPRIETORS	$10,000,000

COURT OF DIRECTORS

R. M. GRAY, Esq.—Chairman.
N. A. SIBBS, Esq.—Deputy Chairman.

E. Goetz, Esq. | A. J. Raymond, Esq.
A. Haupt, Esq. | P. Sachse, Esq.
R. H. Hill, Esq. | E. Shellim, Esq.
Hon. J. J. Keswick. | R. Shewan, Esq.
A. McConachie, Esq.

CHIEF MANAGER: Hongkong—T. JACKSON, Esq.

MANAGER: Shanghai—L. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON, Chief Manager.

Hongkong, 3rd May, 1899. [1

OFFICIAL INTIMATIONS

MITSUI BUSSAN KAISHA

No. 6, ICE HOUSE STREET, PRAYA CENTRAL.

Head Office:—TOKIO, JAPAN.

Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG, and all Ports in JAPAN.

AGENCIES:—
Miike Coal Mines.
Ohnoura Coal Mines.
Kanada Coal Mines.
The Miike Cotton Spinning Mill, Ld.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills.
Cotton Cleaning and Working Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 4th August, 1898. [2347

CHEONG LEE & CO. JEWELLERS.

BLACKWOOD FURNITURE, CURIOS, CHINA PORCELAINS, JAPANESE CLOISONNÉ, AND FOREIGN GOODS.

23821 No. 8, Queen's Road Central, Hongkong

VICTORIA LITHOGRAPHIC WORKS KENNEDY TOWN, HONGKONG.

THIS Establishment is now OPENED with full plant of NEW MACHINERY, &c., and is prepared to receive Order for plans, Views, Circulars, or any other class of Work.

Orders will be received at the Office No. 43, Wyndham Street, Care of Messrs. ABRATOON V. APCAR & Co.

Hongkong, 24th November, 1898. 558

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED, is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE, Manager.

Hongkong, 17th February 1899 [779

BEST YUBARI LUMP COAL FOR SALE

THE S.S. *Doyo Maru* is expected here on or about 14th inst. carrying 2,200 tons of best Yubari Lump Coal from Japan, Mororan. Any ship requiring same for use should apply to

KWONG MAN WO, No. 132, Bonham Strand West.

Hongkong, 11th January 1899. [181

QUAN WAH & CO., DEALERS IN AMERICAN, ITALIAN, & CHINA MARBLE MONUMENTS, TABLETS, &c., CHINA and ABERDEEN (Scotland) POLISHED GRANITE MONUMENTS. NUMEROUS COLOURED ABERDEEN (Scotland) POLISHED GRANITE SAMPLES ON EXHIBITION.

DESIGNS & PRICES on APPLICATION at No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1898. [1086

YEE SANG & CO., COAL MERCHANTS have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & Co No. 68, PRAYA. [898

SUN TAK LOONG, 登德新

DEALER IN TIN-MEATS, TIN-FRUITS, TIN-FOWLS, &c., &c., &c.

QUALITY EXCELLENT. PRICES MODERATE. No. 144, Queen's Road West, Hongkong.

Hongkong, 2nd August, 1898. [1608

AMERICAN SYSTEM OF DENTISTRY AT No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW, (LATE OF POATE & NOBLE).

Hongkong, 13th July, 1897. [577

THE CHINA AND JAPAN TELEPHONE CO., LD.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT

SUBSCRIPTIONS:—

EXCHANGE LINES, $80 Per Annum.

PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, Including—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS ERECTED AND KEPT IN ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., Apply to W. STUART HARRISON, Manager.

Note Address:—13, PRAYA CENTRAL.

Hongkong, 18th January, 1898. [2399

BOMBAY-BURMAH TRADING CORPORATION, LIMITED. BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.

PINHADOE RAILWAY SLEEPERS for all GAUGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO.

Hongkong 3rd May, 1895. [1220

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Tonkin*, with the French mail of the 21st ultimo, left Singapore on Saturday, the 13th instant at 5 p.m., and may be expected here on Saturday, the 20th instant. This Packet brings replies to letters despatched from Hongkong on the 18th March.

THE AMERICAN MAIL.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco to the 20th ultimo, via Honolulu, arrived at Yokohama, and left for this port this morning, the 12th instant, via Inland Sea, Kobe, Nagasaki, and Shanghai.

The O. & O. steamer *Coptic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe Nagasaki and Shanghai, on the 28th ultimo.

The T. K. K. steamer *America Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai on Saturday, the 6th instant.

THE INDIAN MAIL.

The steamer *Swisang*, from Calcutta and Straits, left Singapore for this port on the 9th instant at 6 a.m.

THE AUSTRALIAN MAIL.

The E. & A. steamer *Airlie*, from Sydney &c., left Port Darwin on the 12th instant, for this port.

MERCHANT STEAMERS

The C. & O. S. S. Co.'s steamer *Shantung* left San Diego for Yokohama, &c., on the 16th ultimo.

The N. P. steamer *Lennox* has arrived at Yokohama, and sailed for Kobe and Hongkong, on the 15th instant.

The N. P. steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 10th instant.

The O. P. R. Co.'s steamer *Athenian*, left Vancouver for Hongkong via Kobe on the 7th instant, and she is due to arrive at Kobe on the 22nd instant.

The N. P. steamer *Tartar* arrived at Kobe on Friday, the 12th instant, and left again on the 14th instant.

The steamer *Birchtor*, from New York arrived at Singapore on the 10th instant, and will sail for Hongkong, Shanghai and Japan on the 12th instant.

The N. D. L. steamer *Bamberg*, from Hamburg, left Singapore for this port on the 9th instant, and may be expected here on or about the 15th instant.

The "Glen" Line steamer *Glenlochy* left Singapore for this port on the 10th instant, and is due here on the 16th instant.

The steamer *Cardiganshire*, from Middlesborough and London, left Singapore on Saturday, the 13th instant, at 3 p.m. and is due here on or about the 20th instant.

The N. Y. K. steamer *Idzumi Maru* (American Line) left Kobe via Moji for this port on the 13th instant, and is expected to arrive here on the 20th instant.

The N. Y. K. steamer *Kawachi Maru* (Europe Line) left Kobe, via Moji for this port on the 13th instant, and is expected to arrive here on the 20th instant.

PASSED THE CANAL.

OUTWARD.—25th Apr.—*Ambria, Bogstad.* 27th April—*Cowrie.* 28th April—*Priam, Eastern.* 2nd May—*Bengloe. Dorothea Eickmers, Aggi, Nubia, John Adamson.* 5th May—*Tantalus.* 9th May—*Glengyle, Sarnia, Mogul, Tamarind.* 12th May—*Sydney, King Edgar.*

HOMEWARD.—12th May—*Ching Wo, Prometheus.*

POST-OFFICE NOTICES.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

The Postal Guide for 1899, revised to date will be found in the *Chronicle and Directory*, P. XXX This is the only authorised completed Summary of Postal information published in Hongkong.

A MAIL WILL CLOSE.

For Hoihow and Haiphong.—Per *Hongkong*, to-day, the 16th instant, at 9.00 A.M.

For Saigon.—Per *Holstein*, to-day, the 16th instant, at 10.00 A.M.

For Amoy and Singapore.—Per *Hongleong*, to-day, the 16th instant, at 11.00 A.M.

For Singapore, Colombo and Bombay.—Per *Yamaguchi Maru*, to-day, the 16th instant, 11.00 A.M.

For Singapore and Bombay.—Per *Bisagno*, to-day, the 16th instant, at 11.30 A.M.

For Moji.—Per *Martha*, to-day, the 16th instant, at 11.00 A.M.

For Shanghai.—Per *Wingsang*, to-day, the 16th instant, at 2.00 P.M.

For Chefoo and Vladivostock.—Per *Kwangping*, to-day, the 16th instant, 3.00 P.M.

For Shanghai.—Per *Lyeemoon*, to-day, the 16th instant, at 3.00 P.M.

For Manila.—Per *Diamante*, to-day, the 16th instant, at 4.00 P.M.

For Shanghai.—Per *Idomeneus*, to-day, the 16th instant, at 5.00 P.M.

For Pakhoi.—Per *Hoihao*, to-morrow, the 17th instant, at 9.00 A.M.

For Swatow, Singapore and Bangkok.—Per *Mackew*, to-morrow, the 17th inst., at 9.00 A.M.

For Bangkok.—Per *Loosok*, to-morrow, the 17th instant, at 9.00 A.M.

For Kobe.—Per *Nankin*, to-morrow, the 17th instant, at 10.00 A.M.

For Swatow and Tientsin.—Per *Kweiyang*, to-morrow, the 17th instant, at 10.00 A.M.

For Amoy and Manila.—Per *Yuensang*, to-morrow, the 17th instant, at 12.00 A.M.

For Yokohama, Nagasaki and Kobe.—Per *Rosetta*, on Saturday, the 27th instant, at 3.00 P.M.

MAILS BY THE CANADAIN PACKET.

The Canadian Mail Packet *Empress of Japan* will be despatched on WEDNESDAY, the 17th instant, with Mails for Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C., which will be closed as follows:—

10.00 A.M.—Registry ceases.
11.00 A.M.—Post Office closes, but correspondence may be posted on board the Packet with Late Fee until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Salazie* will be despatched on SATURDAY, the 20th instant, with Mails to the United Kingdom, Europe, and places beyond, *via Marseilles*, to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
10.00 A.M.—Registry ceases.
10.30 A.M.—Papers.
10.45 A.M.—Mail closes. Late letters 1.45 to 11.00. Extra postage 10 cents.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Nippon Maru*, will be despatched on SATURDAY, the 20th inst., with Mails for Japan and San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

10.00 A.M. Registry ceases.
11.00 A.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE GERMAN PACKET.

The German Contract Packet *Preussen* will be despatched on WEDNESDAY, the 24th instant, with Mails for the United Kingdom, Europe, and countries beyond, *viâ Naples*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registry ceases at 7.30 A.M.
The mail closes at 8.00 A.M. Late letters 8.10 to 8.30 A.M.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

QUEEN MARGARET, British ship, Fraser—Standard Oil Co.

EVIE J. RAY, Amr. bk., Kasten—Sander Wieler & Co.

COMMERCIAL.

CLOSING QUOTATIONS. MONDAY, 15th May.

EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/11⅝
Bank Bills, on demand	1/11⅝
Bank Bills, at 30 days' sight	1/11⅝
Bank Bills, at 4 months' sight	1/11⅝
Credits, at 4 months' sight	2/
Documentary Bills, 4 months' sight	2/0⅛
ON PARIS.—	
Bank Bills, on demand	2.48½
Credits, at 4 months' sight	2.52
ON GERMANY.—	
On demand	2 01½
ON NEW YORK.—	
Bank Bills, on demand	48½
Credits, 60 days' sight	49½
ON BOMBAY.—	
Telegraphic Transfer	147½
Bank, on demand	148
ON CALCUTTA.—	
Telegraphic Transfer	147½
Bank, on demand	148
ON SHANGHAI.—	
Bank, at sight	72½
Private, 30 days' sight	73½
ON YOKOHAMA.—	
On demand	4½ % pm.
ON MANILA.—	
On demand	1½ % pm.
ON SINGAPORE.—	
On demand	1 % pm.
SOVEREIGNS, Bank's Buying Rate	10 04
GOLD LEAF, 100 fine, per tael	$52.90

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATION.
Banks—		(£493.75
Hongkong & S'hai	$125	295 % prem.
China & Japan, pref.		nominal
Do. ordinary	£4	£1
Do. deferred	£1	£5 6s.
Nat. Bank of China		
B. Shares	£8	$22, sellers
Foun

VESSELS ON THE BERTH.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
KOBE	Nankin, F. C. A. Lyon, R.N.R.	Noon, 17th May	Freight.
LONDON	Candia, W. H. Haughton, R.N.R.	About 17th May	Freight.
YOKOHAMA via S'HAI, NAGASAKI & KOBE	Japan, G. K. Wright, R.N.R.	About 22nd May	Freight or Passage.
SHANGHAI	Nubia, G. C. Henning, R.N.R.	About 26th May	Freight or Passage.
LONDON, &c.	Parramatta, A. Symons	Noon, 27th May	See Special Advertisement.
YOKOHAMA via NAGASAKI & KOBE	Rosetta, C. H. Watkins, R.N.R.	4 P.M., 27th May	Freight or Passage. (Passing through the Inland Sea)
LONDON	Java, J. Challew, R.N.R.	About 1st June	Freight or Passage.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 16th May, 1899. 11

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

(FREIGHT SERVICE). (EAST ASIATIC SERVICE).

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATION.	SAILING DATES.	
* s.s. HEIDELBERG, Capt. Schuder	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 24th May.	Freight and Passage.
* s.s. SIBIRIA, Capt. Hildebrandt	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 30th May.	Freight and Passage.
s.s. BAMBERG, Capt. Voss	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 15th June.	Freight.
* s.s. KONIGSBERG, Capt. Christiansen	HAVRE & HAMBURG (London with transhipment in Hamburg)	About 25th June.	Freight and Passage.
s.s. D. RICKMERS	NEW YORK Via SUEZ CANAL	About 5th July.	Freight.

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at Naples for passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS. 13

Hongkong, 27th April, 1899.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU, R. Nunome	BOMBAY via SINGAPORE and COLOMBO	TUESDAY, 16th May, at NOON.
KAWACHI MARU, J. S. Thompson	MARSEILLES, LONDON, & ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SUNDAY, 21st May, at 4 P.M.
FUTAMI MARU, C. H. Hillcoat	NAGASAKI, KOBE, and YOKOHAMA	THURSDAY, 25th May, at 4 P.M.
KASUGA MARU, E. W. Haswell	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY, and MELBOURNE	FRIDAY, 26th May, at 4 P.M.
IDZUMI MARU, M. J. Carnow	SEATTLE, U.S.A., via KOBE, YOKOHAMA, and VICTORIA, B.C.	THURSDAY, 1st June, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 1st May, 1899. 12

CANADIAN PACIFIC RAILWAY COY.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. ....WEDNESDAY, 17th May, 1899
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ....WEDNESDAY, 7th June, 1899
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 28th June, 1899

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 13 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 27th April, 1899. [9

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.				FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.			
Steamer	Tons.	Captain.	Proposed Sailing.	Steamer	Tons.	Captain.	Proposed Sailing.
GLENOGLE	3,750	J. McGillivray	May 30	LENNOX	3,677	J. C. Williamson	June 3
OLYMPIA	2,837	J. Truebridge	June 17	COLUMBIA	2,276	T. H. Dobson	July 8
VICTORIA	3,502	J. Panton	July 4	MON'SHIRE	2,874	W. A. Evans	July 22
TACOMA	2,811	A. Dixon	July 29	LENNOX	3,677	J. C. Williamson	Aug. 19

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £38.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA TACOMA and PORTLAND to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED General Agents. [10

Hongkong, 26th April, 1899.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME.	FLAG & RT.	CAPTAIN.	FOR FREIGHT APPLY—	TO BE DESPATCHED.
LONDON via SUEZ CANAL	Glaucus	Brit. str.	Barwise	Butterfield & Swire	On 23rd inst.
LONDON	Candia	Brit. str.	Haughton, R.N.R.	P. & O. S. N. Co.	On or about 17th inst.
LONDON	Java	Brit. str.	J. Challew R.N.R.	P. & O. S. N. Co.	On 1st June.
LONDON	Parramatta	Brit. str.	A. Symons	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON	Kawachi Maru	Jap. str.	J. S. Thompson	Nippon Yusen Kaisha	On 21st inst., at 4 P.M.
MARSEILLES L'DON & ANTWERP	Salazie	Fren. str.	Negre	Messageries Maritimes	On 20th inst., at Noon.
MARSEILLES via BOMBAY &c.	Preussen	Ger. str.	Heintze	Melchers & Co.	On 24th inst., at 9 A.M.
BREMEN via PORTS OF CALL	Heidelberg	Ger. str.	Schuder	Carlowitz & Co.	On or about 24th inst.
HAVRE & HAMBURG	Sibiria	Ger. str.	Hildebrandt	Carlowitz & Co.	On or about 30th inst.
HAVRE & HAMBURG	Konigsberg	Ger. str.	Christiansen	Carlowitz & Co.	On or about 25th June.
HAVRE & HAMBURG	Bamberg	Ger. str.	Voss	Carlowitz & Co.	On 15th June.
HAVRE & HAMBURG	Bisagno	Ital. str.	Maganzini	Carlowitz & Co.	To-day, at Noon.
GENOA MALAGA, STRAITS &c.	Empress of Japan	Brit. str.	Lee, R.N.R.	Canadian Pacific R. Co.	To-morrow, at Noon.
VANCOUVER, V. SHANGHAI, &c.	Glenogle	Brit. str.	McGillivray	Dodwell & Co., Limited	On 30th inst.
VICTORIA, B.C., & TACOMA	Lennox	Brit. str.	Williamson	Dodwell & Co., Limited	On 3rd June.
PORTLAND, OREGON, &c.	Coptic	Brit. str.		O. & O. S. S. Co.	On June 6th at Noon.
SAN FRANCISCO via S'HAI, &c	C. of Rio de Janeiro	Amer. str.		P. M. S. S. Co.	On 27th inst., Daylight.
SAN FRANCISCO via S'HAI, &c.	Nippon Maru	Jap. str.		Toyo Kisen Kaisha	On 20th inst., at Noon.
SAN FRANCISCO via JAPAN	Queen Margaret	Brit. bk.	Fraser	Shewan, Tomes & Co.	Quick despatch.
SAN FRANCISCO	Tayra	Brit. str.		Butterfield & Swire	On or about 30th inst.
SAN FRANCISCO & SAN DIEGO	Idzumi Maru	Jap. str.	M. J. Carnow	Nippon Yusen Kaisha	On 1st June, at 4 P.M.
SEATTLE, V. KOBE & Y'HAMA	Vortigern	Brit. str.	Fairweather	Dodwell & Co., Limited	On or about 27th inst.
NEW YORK via SUEZ CANAL	D. Rickmers	Ger. str.	Christiansen	Carlowitz & Co.	On or about 5th July.
NEW YORK via SUEZ CANAL	Undaunted	Brit. str.		Shewan, Tomes & Co.	On or about 24th inst.
NEW YORK via SUEZ CANAL	Yamaguchi Maru	Jap. str.	R. Nunome	Nippon Yusen Kaisha	To-day, at Noon.
BOMBAY V. SINGAPORE & COLOMBO	Australian	Brit. str.	Helms	Gibb, Livingston & Co.	On 23rd inst., at 4 P.M.
SYDNEY, & MELBOURNE	Kasuga Maru	Jap. str.	E. W. Haswell	Nippon Yusen Kaisha	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS	Michael Jebsen	Ger. str.		Melchers & Co.	Quick despatch.
VLADIVOSTOCK	Futami Maru	Jap. str.	C. H. Hillcoat	Nippon Yusen Kaisha	On 25th inst., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	Bamberg	Ger. str.	Mayer	Siemssen & Co.	On or about 17th inst.
YOKOHAMA & KOBE	Japan	Brit. str.	Wright R.N.R.	P. & O. S. N. Co.	On or about 22nd inst.
Y'HAMA V. S'HAI, N'SAKI & KOBE	Rosetta	Brit. str.	Watkins R.N.R.	P. & O. S. N. Co.	On 27th inst., at 4 P.M.
Y'HAMA V. S'HAI, N'SAKI & KOBE	Nankin	Brit. str.	Loyn R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
KOBE DIRECT	Tonkin	Fren. str.	Vaquier	Messageries Maritimes	On or about 20th inst.
S'HAI, N'SAKI, KOBE & Y'HAMA	Birchtor	Brit. str.	Belleine	Dodwell & Co. Limited	On or about 20th inst.
SHANGHAI, Y'HAMA & KOBE	Lyeemoon	Brit. str.	Heuermann	Siemssen & Co.	To-day, at 4 P.M.
SHANGHAI	Nubia	Brit. str.	Heuning R.N.R.	P. & O. S. N. Co.	On 26th inst.
SHANGHAI	Kweiyang	Brit. str.	Outerbridge	Butterfield & Swire	To-morrow.
SWATOW & TIENTSIN	Sumidagawa Maru	Jap. str.	Namekata	Mitsui Bussan Kaisha	On 21st inst., Daylight.
SWATOW, AMOY & TAMSUI	Yuensang	Brit. str.	P. H. Rolf R.N.R.	Jardine, Matheson & Co.	To-morrow, at Noon.
MANILA via AMOY	Diamante	Brit. str.	Tayler	Shewan, Tomes & Co.	To-day, at 5 P.M.
MANILA	Salvadora	Amer. str.	Geetsolo	Brandao & Co.	On 13th inst., at 4 P.M.
MANILA					

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN, GENOA, (DIRECT WITHOUT TRANSHIPMENT), Having connexion with Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO, and

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA, and MALAGA.

THE Steamship

"BISAGNO,"

Captain Maganzini, will be despatched as above TO-DAY, the 16th inst., at NOON.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

The steamer has superior accommodation for passengers.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 11th May, 1899. [7

FOR SHANGHAI.

THE Steamship

"LYEEMOON,"

Captain G. Heuermann, will be despatched for the above port TO-DAY, the 16th inst., at 4 P.M.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSSEN & CO.

Hongkong, 11th May, 1899. [1313

THE CHINA AND MANILA STEAMSHIP CO., LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain Tayler, will be despatched for the above port TO-DAY, the 16th instant, at 5 P.M., instead of as previously advertised.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 11th May, 1899. [1315

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above TO-MORROW, the 17th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th May, 1899. [1162

FOR YOKOHAMA AND KOBE.

THE Steamship

"BAMBERG,"

Captain Mayer, will be despatched for the above ports on or about WEDNESDAY, the 17th instant.

For Freight, apply to

SIEMSSEN & CO., Agents.

Hongkong, 11th May, 1899. [1314

FOR WLADIWOSTOCK.

THE German Steamer

"MICHAEL JEBSEN"

will be ready to load here on or about THURSDAY, the 18th instant, for the above port, and will have quick despatch.

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 11th May, 1899. [1312

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"TONKIN,"

Captain Vequier, will be despatched for the above ports on or about SATURDAY, the 20th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 15th May, 1899. [9

THE OSAKA SHOSEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY, AND TAMSUI.

THE Steamship

"SUMIDAGAWA MARU,"

Captain Namekata, will be despatched for the above ports on SUNDAY, the 21st inst., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th May, 1899. [1063

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN,"

Captain Fairweather, will be despatched for the above port on or about the 27th May.

To be followed by the S.S. "MACDUFF" and S.S. "AFRIDI" at short intervals.

For Freight, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 15th May, 1899. [1124

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 20th May, 1899, at NOON, the Company's Steamship "SALAZIE," Captain Negre, with Mails, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. "AUSTRALIEN," which vessel takes on her Passengers and Mails leaving that port on the 1st June, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 19th May. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 8th May, 1899. [2

FOR SHANGHAI, YOKOHAMA, AND KOBE.

THE Steamship

"BIRCHTOR,"

Captain Belleine, will be despatched as above on or about SATURDAY, the 20th inst.

For Freight or Passage, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 12th May, 1899. [1319

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwise, will be despatched as above on TUESDAY, the 23rd May.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th April, 1899. [1069

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED"

will be despatched for the above ports about the 24th inst., to be followed by the "BENLOMOND" about the 3rd June.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 12th May, 1899. [1125

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

PREUSSEN	Wednesday	24th May.
SACHSEN	Wednesday	21st June.
BAYERN	Wednesday	19th July.

ON WEDNESDAY, the 24th day of May, 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 22nd May, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 27th April, 1899.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

FOR SAN FRANCISCO.

THE 100 A.1. British Bark

"QUEEN MARGARET,"

Fraser, Master, will load for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 17th March, 1899.

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (v. Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, May 27, 1899, at DAYLIGHT.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	THURSDAY, June 22, 1899, at NOON.
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 18, 1899, at NOON.

THE U.S. Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th May, 1899, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of $4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 3rd May, 1899. [3

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN FRANCISCO AND SAN DIEGO

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "THYRA" 3,406 Tons	About 30th May.
S.S. "BELGIAN KING" 3,379 Tons	About 20th June.
S.S. "CARMARTHENSHIRE" 2,929 Tons	About 20th July.
S.S. "CARLISLE CITY" 3,002 Tons	About 20th August.

THE Steamship "THYRA" will be despatched for SAN FRANCISCO and SAN DIEGO via NAGASAKI, KOBE, YOKOHAMA, and HONOLULU about 30th May.

Through Bills of Lading issued to any point in The United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All Parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

BUTTERFIELD & SWIRE, Agents, Hongkong, China, and Japan.

Hongkong, 3rd May, 1899. [14

VESSELS ON THE BERTH.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	SATURDAY, May 20, 1899, at NOON.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, June 13, 1899, at NOON.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 20th May, 1899, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY or payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 22nd April, 1899

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, June 6, 1899, at NOON.
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	SATURDAY, July 1, 1899, at NOON.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, July 25, 1899, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 6th June, 1899, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899. [14

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.

J. W. KEW & CO., STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1895. [2661

KOWLOON EXTENSION.

A NEW MAP of HONGKONG, KOWLOON and ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price $1.

To be Had at Messrs. KELLY & WALSH, LTD. *Daily Press* Office.

Hongkong, 28th October, 1898. [2319

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER

From HONGKONG to WUCHOWFU, Showing the Ports and Calling Places Opened to Foreign Trade, 1897. Published at *Daily Press* Office. Price 25 Cents, Cash.

Hongkong, 1st April, 1897. [458

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo by the s.s. *Glenlochy* are hereby informed that this steamer left SINGAPORE on the 10th instant, and is expected here on the 16th instant.

Optional Cargo will be forwarded on unless intimation requesting it to be landed is lodged with the undersigned by NOON, on the 17th May.

McGREGOR BROS. & GOW.

Hongkong, 15th May, 1899. [1336

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"KINTUCK"

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of The Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the office of the undersigned before NOON on the 17th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 17th inst. will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary NOON, TO-DAY.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & CO., Agents.

Hongkong, 11th May, 1899. [1335

UNITED STATES & CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited